

The China Mail.

Established February, 1845.

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號五十八年二十八百八千一英

HONGKONG, TUESDAY, AUGUST 13, 1882.

日二初月七年午壬

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. O. GORDON STREET & Co., 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. HENDY & Co., 37, Wallbrook, E. C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GAILLEN & PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WOOD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. O. HEINZELT & Co., Manila.

CHINA.—Macao, Messrs A. A. DE MELLO & Co. Siam, CAMERON & Co. Amoy, WILSON, NICHOLS & Co. Fookien, HEDGECOCK & Co. Shanghai, LANE, CRAWFORD & Co. and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....£1,500,000.

LONDON BANKERS.

BANK OF ENGLAND.

UNION BANK OF LONDON.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3% per annum.

" 6 " " 4 " "

" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

Hongkong, June 1, 1882.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 Dollars.

RESERVE FUND.....2,100,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. L. DALRYMPLE, Esq.

Deputy Chairman—W. M. REIDERS, Esq.

H. HOPKINS, Esq.

Hon. F. B. JOHNSON, Esq.

A. P. McEWEEN, Esq.

A. McIVER, Esq.

F. D. SASSON, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, ELLER CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

" 6 " 4 " "

" 12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drifts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East.

Hongkong, March 22, 1882.

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....£420,000.00.

PERMANENT RESERVE.....£230,000.00.

SPECIAL RESERVE FUND.....£290,553.95.

TOTAL CAPITAL AND RESERVE.....£940,553.95.

INCORPORATED, 6th April, 1882.

Directors.

H. DE C. FORBES, Esq., Chairman.

J. H. PINCOVOS, Esq.

A. J. M. INVERARITY, Esq.

G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent.

68 and 69, Cornhill.

Policies granted on Marine Risks to all parts of the World.

Subject to a Charge of 12% for Interest on Shareholders' Capital, all the Profits of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the Premium paid by them.

RUSSELL & Co., Agents.

Hongkong, May 8, 1882.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000

Reserve Fund upwards of £120,000

Annual Income £250,000

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Fookien, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1882.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 18th day of August, 1882, at 3 p.m., on the Premises.

By Order of the Mortgagee—ALL THAT PIECE OR PARCEL OF GROUND,

Registered in the Land Office as the RE-MAINING PORTION OF INLAND LOT No. 690, measuring on the North and South sides 10 feet, East and West sides 50 feet. Together with the HOUSE No. 118, in QUEEN'S ROAD WEST.

For Particulars and Conditions of Sale, apply to J. M. GUEDES, Auctioneer.

Hongkong, August 14, 1882.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 19th day of August, 1882, at 3 p.m., on the Premises.

ALL THAT PIECE OR PARCEL OF GROUND,

Registered in the Land Office as INLAND LOT 214 (Section). Together with the HOUSE No. 8, West Street.

For Particulars, apply to J. M. GUEDES, Auctioneer.

Hongkong, August 14, 1882.

PUBLIC AUCTION.

THE Undersigned has been instructed to Sell by Public Auction, on

MONDAY,

the 21st August, 1882, at 2 p.m., on the Premises.

ALL THAT PIECE OR PARCEL OF GROUND,

Registered in the Land Office as INLAND LOT No. 204, measuring North 37 feet, South 47 feet, East 35 feet, West 60 feet, containing in the whole 2448 square feet. Together with the 3 HOUSES in HOLLYWOOD ROAD, Nos. 33, 35 and 37; and 3 HOUSES in UPPER LANCAR ROW, Nos. 2, 4 and 6. Yearly Crown Rent, £84.6.

For Particulars and Conditions of Sale, apply to J. M. GUEDES, Auctioneer.

Hongkong, August 14, 1882.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on

TUESDAY,

the 22nd August, 1882, at 3 p.m., on the Premises.

ALL THAT PIECE OR PARCEL OF GROUND,

Registered in the Land Office as INLAND LOT No. 513, measuring North and South sides 52 feet, on the East and West sides 224 feet, containing in the whole 2760 square feet. Yearly Crown Rent, £15.0. Together with the 4 HOUSES in QUEEN'S ROAD WEST, Nos. 268, 269, 270 and 272.

For Particulars, apply to J. M. GUEDES, Auctioneer.

Hongkong, August 14, 1882.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Mortgagee to Sell by Public Auction, on

SATURDAY,

the 26th August, 1882, at 3 p.m., on the Premises.

ALL THAT PIECE OR PARCEL OF GROUND,

Registered in the Land Office as INLAND LOT No. 205B, measuring on the North-East 105 feet, South on HOLLYWOOD ROAD 27 feet, North-West 37 feet, South-West 83 feet. Together with the Two HOUSES Nos. 97 and 99, HOLLYWOOD ROAD, and Nos. 1, 2, 3 and 4, No-Kwai Lane.

For further Particulars and Conditions of Sale, apply to J. M. GUEDES, Auctioneer.

Hongkong, August 14, 1882.

For Sale.

FOR PRIVATE SALE.

BLUE BUILDINGS BLOCK.

MARINE LOT No. 65, containing 4 Substantially Built HOUSES and 4 Large GRANITE GODOWNS in the PRAYA EAST, and 17 CHINESE HOUSES in QUEEN'S ROAD EAST. The above Property will be sold in One Lot, or in 4 separate Lots of One House and 1 Godown in a Lot, and the 17 HOUSES in another Lot.

For Price and Particulars, apply to LEONG LUEN PO, or to J. M. GUEDES, Auctioneer.

Hongkong, July 19, 1882.

For Sale.

B. & E. PERRIER'S CHAMPAGNE.

Pints.....\$18 per dozen Case.

2 Pints.....\$19 per 4 dozen

OILMAN & Co.

Hongkong, June 23, 1882.

WASHING BOOKS.

(In English and Chinese.)

WASHMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

For Sale.

LANE, CRAWFORD & Co.

HAVE Received for their NEW FURNISHING DEPARTMENT, A FULL STOCK OF HOUSEHOLD LINEN, &c., comprising:—

COTTON AND LINEN SHEETING.

PILLOW LINEN.

TABLE CLOTHS and DAMASK.

TABLE COVERS.

COTTON and UNION TICKING.

BED QUILTS.

NAPKINS.

TOILET COVERS.

GLASS CLOTH.

TOWELS and TOWELLING of ALL DESCRIPTIONS.

&c., &c., &c.

ESTIMATES GIVEN, for FURNITURE, BED and TABLE LINEN, CURTAINS and WINDOW HANGINGS, CARPETS, CROCKERY, GLASSWARE, ELECTRO WARE, &c., &c., &c.

Hongkong, July 18, 1882.

For Sale.

FOR SALE.

THE CELEBRATED CARLTON W H I S K E Y.

11 YEARS OLD.

814.....\$17 per 1 doz. Case.

SIEMSEN & Co.

Hongkong, July 22, 1882.

SAVLE & Co.'s SHOWROOMS.

R. S. S. "AGAMEMNON."

SAVLE & Co. have Received and are now showing a Large ASSORTMENT of NEW and USEFUL BOOKS, HISTORY, BIOGRAPHY and SCIENTIFIC WORKS, BOOKS OF TRAVELS, NOVELS, &c., &c.

The Whole will be Sold under Publisher's Prices to effect a speedy clearance.

Two per cent. Discount for Cash.

SAVLE & Co., Queen's Road.

Hongkong, August 7, 1882.

For Sale.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts.....\$17 per 1 doz. Case.

Pints.....\$18 per 2 doz. "

GIBB, LIVINGSTON & Co.

Hongkong, November 1, 1881.

To Let.

TO LET.

(WITH IMMEDIATE POSSESSION.)

THE NEW FAMILY RESIDENCE situated next to EXHIBITION on Robinson Road, complete with every convenience, TENNIS LAWN, STABLES, &c.

Apply to SHARP, TOLLER & JOHNSON.

Hongkong, June 15, 1882.

To Let.

THE STORE now occupied by the AMERICAN NOVELTY COMPANY in MARINE HOUSE, Queen's Road Central.

Apply to HONGKONG DISPENSARY.

Hongkong, August 1, 1882.

To Let.

NO. 9, SEYMOUR TERRACE, Nos. 2 and 4, PEDDAR'S HILL, No. 4, this Bailey Street.

No. 6, QUEEN'S ROAD CENTRAL (lately occupied by PACIFIC MAIL S. S. Co.).

Apply to DAVID SASSON, SONS & Co.

Hongkong, July 24, 1882.

GODOWNS—TO LET.

PRAYA EAST and WANULAI ROAD.

For Particulars, apply to SIEMSEN & Co.

Hongkong, April 26, 1882.

Intimations.

BRITISH NORTH BORNEO COMPANY'S EMIGRATION AGENCY.

Messrs. BIRLEY & Co.'s OFFICES, QUEEN'S ROAD.

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882.

TAKASIMA COLLIERY.

THE Undersigned has been appointed AGENT for the SALE of the above COALS at HONGKONG, and after this date.

H. J. H. TRIPP, Mitsui Bishi Mail S. S. Co.

Hongkong, April 29, 1882.

Intimations.

WANTED.

A WARDROOM STEWARD American or European, on board U. S. Corvette "Sualara." Apply immediately.

Hongkong, August 14, 1882.

A YOUNG ENGLISHMAN, who is at present disengaged, is prepared to undertake all kinds of COPYING WORK.—For Particulars, apply to "C. A. A." care of China Mail Office.

Hongkong, August 11, 1882.

CANTON INSURANCE OFFICE, LIMITED.

SHAREHOLDERS are Requested to note that on SURRENDER of their PROVISIONAL CERTIFICATES for SHARES in this Office, PERMANENT SCRIPT will now be issued in Exchange.

Hongkong, 14th July, 1882.

JARDINE, MATHESON & Co., General Agents.

CANTON INSURANCE OFFICE, LTD.

Insurances.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882.

LONDON AND PROVINCIAL FIRE INSURANCE COMPANY, LIMITED.

Subscribed Capital—One Million Sterling.

THE Undersigned, having been appointed AGENTS in Hongkong and Canton for the above Company, are prepared to issue Policies covering FIRE RISKS at Current Rates.

ADAMSON, BELL & Co., Agents.

Hongkong, July 29, 1882.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL, £2,000,000. PAID-UP, £200,000.

PAID-UP RESERVE FUND, £50,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, January 1, 1882.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

PAID-UP RESERVE FUND, £50,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, July 1, 1881.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A. D. 1720.

THE Undersigned, having been appointed AGENTS for the above Corporation, are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.

For Sale.

MacEwen, FRICKEL & Co.
No. 13, Queen's Road East,
(Opposite the Commissariat),
ARE NOW LANDING, EX
BRITISH BARQUE
"STILLWATER."

**DEVOS'S NONPAREIL
BRILLIANT
KEROSENE OIL,**
150° test.

**SPARTAN COOKING
STOVES.**

FAIRBANKS SCALES.
OAKUM.
TAR.
TURPENTINE.

EX "AMERICAN MAIL"

CALIFORNIA
RACKER

COMPANY'S BISCUITS in 5 lb
tins, and loose.

Alphabetical BIS-
CUITS.

Fancy Sweet Mixed
BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

OATMEAL.

HOMINY.

CORNMEAL.

TOPOCAN BUTTER.

Eastern and Californian CHEESE.

Boone's CODFISH.

Prime HAM and BACON.

Eagle Brand Condensed MILK.

PEACH and APPLE BUTTER.

Pickled CABBAGES.

Family PIG-PORK in kags and pieces.

Paragon MACKEREL in 5 lb cans.

Beau Ideal SALMON in 5 lb cans.

Cutting's Dessert FRUITS in 24 tins.

" Assorted Canned VEGETABLES.

" Potted SAUSAGE and Sausage

" Stuffed PEPPERS.

" Assorted PICKLES.

" MINCEMEAT.

COMB HONEY in Original Frames.

Richardson & Robinson's Celebrated Potted

MEATS.

Richardson & Robinson's Canned OYSTERS.

Lunch TONGUE.

McCurry's Sugar LEMONADE.

Clam CHOWDER.

Smoked SALMON.

Green TURTLE in 2 1/2 lb cans.

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Mails.



**STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, BRINDISI,
ANCONA, VENICE, AND
LONDON;**

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
SHANNON, Captain J. S. MURRAY, with
Her Majesty's Mails, will be despatched
from this for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
FRIDAY, the 18th August, at Daylight.

Cargo will be received on board until
noon on the day previous.

Parcels and Specie (Gold) at the Office
until noon on the day previous.

For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

—This Steamship will call at Colombo.

A. McIVER, Superintendent.

Hongkong, August 7, 1892. au18

THE S. S. NIGATA MARU, Captain

WYNN, will be despatched as above

on FRIDAY, the 18th August, at 4 p.m.

Cargo received on board and Parcels at

the Office up to 1 p.m. of day of sailing.

No Bill of Lading signed under \$2

Freight.

All Claims for Damage must be settled

on board before delivery is taken, otherwise

they will not be recognized.

Cargo and Passengers for Yokohama

will be transhipped to the Shanghai Mail

Steamer at Kobe, and for Vladivostok at

Nagasaki.

For further Particulars, apply at the

Company's Offices, Praya Central, Ground

Floor of Messrs Russell & Co.

H. J. H. TRIPP,

Agent.

Hongkong, August 8, 1892. au18

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

THE S. S. GAELIC will be despatched

for San Francisco via Yokohama,

on TUESDAY, the 22nd August, 1892, at

Noon.

Insurances.

NOTICE.
QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Bills on First Class Godowns at 1/2
per cent. net premium per annum.

NORTON & Co., Agents.
Hongkong, May 10, 1891.

THE TOKIO MARINE INSURANCE
COMPANY, LIMITED.

THE MITSU BISHI MAIL S. S. CO.
having been appointed AGENTS for
the above Company, the Undersigned is
prepared to accept MARINE RISKS at
Current Rates and usual Discounts.

H. J. H. TRIPP,
Agent, M. B. M. S. S. Co.
Hongkong, April 20, 1892. au27

Intimations.

NEWS FOR HOME.

The Overland China Mail.
(The oldest Overland Paper in China.)
PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-
printed matter.

THIS Mail Summary is compiled from
the Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collated
from the journals published at the various
ports in those countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 52 cents) \$12 per annum (postage
paid \$12.50).

Orders should be sent to Geo. MURRAY
HAIN, China Mail Office, 2, Wyndham
Street, not later than noon of the day the
English Mail Steamer leaves.

Terms of Advertising, same as in Daily
China Mail.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMIS-
SION AGENT,
11, "Temple's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with News-
papers, Books, Types, Ink, Presses,
Papers, Correspondents, Letters, and any
European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

Mr. Andrew Wind,

News Agent, &c.
133, NASSAU STREET, NEW YORK;
is authorized to receive Subscriptions,
Advertisements, &c., for the China Mail,
Overland China Mail, and China Review.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for any
Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—

JOHAN, British steamer, Captain T.
Thomson.—Arnhold, Karberg & Co.

BACWALL, German steamer, Capt. T. C.
Beuhler.—Stenissen & Co.

LENDON, British steamer, Captain D.
Scott.—Jardine, Matheson & Co.

MAGENTA, British brigantine, Captain H.
Coadwell.—Jardine, Matheson & Co.

NEARHUS, American ship, Captain Wm.
H. Swap.—Borneo Company, Limited.

PENEDO, British steamer, Captain T. S.
Kenderline.—Meichers & Co.

RAJASATTANAH, Brit. steamer, Capt.
W. Y. Hunter.—Yuen Fat Hong.

SEA WITCH, American ship, Capt. John
H. Drew.—Russell & Co.

STURPRISE, American barque, Capt. C. B.
Averill.—Arnhold, Karberg & Co.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to Sell by Public Auction, on
THURSDAY,
the 17th Instant, at Noon, at the Godowns
of Messrs H. M. W. ALST & Co.,—
2 Cases PERSIAN OPIUM,
Ex Steamship "Rosetta"
(More or less damaged by sea water),
For account of the concerned.

TERMS OF SALE.—Cash before delivery in
Mexican Dollars weighed at 7.17. All Lots,
with all faults and errors of description, to
be at Purchaser's risk on the fall of the
hammer.

H. N. MODY,
Auctioneer.

Hongkong, August 15, 1892. au17

FOR SALE.

THE BRITISH STEAMER
"G. L. E. Y. L. C."
805 Tons net—160 N.H.P., built in 1873
under Special Survey by SAMUDA BROTHERS,
Blackwall.

For Particulars, apply to
GILMAN & Co.,
Agents.

Hongkong, August 15, 1892. au29

TO BE LET.

(WITH IMMEDIATE POSSESSION.)
THE HOUSE, No. 1, ALBANY, 8 ROOMS
and Servants' Offices, GARDEN and
STAMING. GAS and WATER laid on.

Apply to
LINDSEY & DAVIS.

Hongkong, June 5, 1892.

TO LET.

TWO HOUSES in RICHMOND TERRACE,
Bonham Road. Rent Moderate.

Apply to
HONGKONG DISPENSARY.

Hongkong, July 7, 1892.

To-day's Advertisements.

**NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.**

FOR AMOY.
The Co.'s Steamship
"Atch,"
Capt. S. J. van der Meer, will be
despatched for the above
Port TO-MORROW, the 16th Instant, at
11 a.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, August 15, 1892. au16

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHANG, TIENSIN, HANKOW
and Ports on the YANGTSE.)

The Co.'s Steamship
"Orestes,"
Capt. WESTOBY, will be
despatched at Noon TO-
MORROW, the 16th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 15, 1892. au16

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA (DIRECT.)
The Co.'s Steamship
"Devotion,"
Capt. PERRY, will be
despatched at Daylight
on THURSDAY, the 17th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 15, 1892. au17

**FOR SWATOW, AMOY AND
TAIWANFOO.**

The Steamship
"Abbay,"
Capt. GODDARD, will be
despatched for the above
Ports on THURSDAY, the 17th Inst., at
Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
Agents.

Hongkong, August 15, 1892. au17

FOR MANILA (DIRECT.)

The Spanish Steamer
"Emmy,"
Capt. ORTUZAR, will be
despatched for the above
Port on THURSDAY, the 17th Instant, at
5 p.m.

For Freight or Passage, apply to
REMEDIOS & Co.,
Agents.

Hongkong, August 15, 1892. au17

FOR SWATOW, AMOY & FOCHOW.

The Steamship
"Nanhai,"
Capt. WESTOBY, will be
despatched for the above
Ports on SUNDAY, the 20th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
Agents.

Hongkong, August 15, 1892. au20

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHANG, TIENSIN, HANKOW
and Ports on the YANGTSE.)

The Co.'s Steamship
"Ulysses,"
Capt. THOMPSON, will be
despatched on or about
the 20th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 15, 1892.

SHIPPING.

ARRIVALS.

Aug. 14, Caribbrooke, British steamer,
990, H. Wharton, Singapore Aug. 8, Gen-
eral.—BEN HIN OUAN.

Aug. 15, Chi Yuen, Chinese steamer,
1250, Walcott, Shanghai Aug. 11, General.
—C. M. S. N. Co.

Aug. 15, 7.30 a.m., Penodo, British str.,
662, P. S. Kenderline, Saigon Aug. 10,
11.30 a.m., General.—MEICHERS & Co.

Aug. 15, Bengalore, British steamer, 1309,
J. P. Hassall, Yokohama Aug. 5, Kobe
and Nagasaki, Mails and General.—P. &
O. S. N. Co.

Aug. 15, Asia, Danish steamer, 860, C.
J. Djordj, Keelung Aug. 13, Coal.—JAR-
DINE, MATHESON & Co.

Aug. 15, Shannon, British steamer, 4189,
J. S. Murray, Shanghai Aug. 12, Mails and
General.—Y. & O. S. N. Co.

Aug. 15, Neardus, American ship, 1287,
Wm. H. Swap, Cardiff April 26, Coal.—
BORNEO CO., LIMITED.

Aug. 15, Abbey, British steamer, 366,
Goddard, Taiwanfoe Aug. 9, Amoy 12, and
Swatow 14, General.—DOUGLAS LARRAIK &
Co.

Aug. 15, China, German steamer, 648,
H. Schöer, Swatow Aug. 14, General.—
YUEN FAT HONG.

Aug. 15, Spartan, for Peohow.

15, Tay Watt, for Swatow.

15, Lucy A. Nichols, for San Francisco.

15, Welle, for Canton.

15, Yung-poo, Chinese gunboat, for
Peohow.

15, Raven, for Tientsin.

15, Zeyan, for Saigon.

15, Chi Yuen, for Canton.

CLEARED.

Grades for Amoy and Shanghai.

Nam-ei, for Haiphong.

Baumwall, for Vladivostok, &c.

PASSENGERS.

ARRIVED.

Per Caribbrooke, from Singapore, 472
Chinese.

Per Chi Yuen, from Shanghai, 60 Chi-
nese.

Per Penodo, from Saigon, Mr. A. Lüders,
and 56 Chinese.

Per Bengalore, from Yokohama, &c.,
Messrs Penner, Roque, Manice, Waring,
and Partridge, and 6 Chinese.

Per Shannon, from Shanghai, for Hong-
kong, 12 Chinese; for London, 2 Euro-
peans (distressed subjects).

Per Abbey, from Amoy, &c., 6 Euro-
peans, and 101 Chinese.

DEPARTED.

Per Lucy A. Nichols, for San Francisco,
3 Europeans.

Per Zeyan, for Saigon, 12 Chinese.

To DEPART.

Per Orestes, for Amoy and Shanghai, 110
Chinese.

Per Nam-ei, for Haiphong, 47 Chi-
nese.

Per Baumwall, for Vladivostok, &c., 4
Europeans, and 23 Chinese.

SHIPPING REPORTS.

The British steamer Caribbrooke reports:
Fine weather throughout.

The Chinese steamer Chi Yuen reports:
Light winds and fine weather. On Sunday,
the 13th inst. at 3 p.m., passed French
Mail and City of Tokio. On Monday, at 7
p.m., passed Foochow.

The British steamer Penodo reports:
The sea part moderate Southerly winds
with light airs; the latter part various winds,
and dark gloomy weather with squalls.

The Danish steamer Asia reports: Calms
and fine weather throughout.

The British steamer Shannon reports:
Very fine weather. On 13th inst., passed
a Holt's steamer, in lat. 29 N., long. 124 1/2
E., steering N., on 14th, one of H. M. ship
No. not made out, in lat. 15 N., long.
119.30 E.; same date, Yungtze bound same
way as ourselves, in lat. 14.30 N., long.
119.15 E.

The British steamer Albany reports:
Left Taiwanfoe with fresh N.W. wind on
Aug. 9th, Amoy 12th, and Swatow 14th.
Left Taiwanfoe Aug. 9th, and owing to
threatening appearance and low Barometer
brought up for the night at Makung (Pea-
cadore). At 6.15 p.m. on the 10th, took
the detached Chinese brig Foochow in tow.
Arriving in Amoy at 10 a.m. on the 11th;
strong N.E. wind and high sea. Left Amoy
on 12th, arrived in Swatow on 13th; light
variable winds and fine weather. Left Swa-
tow on 14th, and arrived in Hongkong at 5
p.m. on 15th, moderate S.W. wind and sea.
Passed the Co.'s str. Fokien off Danaborg,
and Thales off Southern entrance of Nansan
Strait. In Swatow: S. S. China, Fidia,
Cervus, Suteau, Foochow, and Miramar.

LOCAL AND GENERAL.

The next *AMERICAN MAIL*, per the C. & O. S. S. Co.'s steamer *Gladie*, may be expected on or about Tuesday, the 16th inst. She brings dates up to the 15th July.

The next *ENGLISH MAIL*, per the P. & O. steamer *Felix*, may be expected to arrive here to-morrow, the 16th inst. She brings mails up to the 14th July.

TELEGRAMS for Bangkok can go forward by mail closing at Singapore at 1 p.m. to-morrow, the 16th inst.

The *Beatrice* left the Commercial Dock to-day, and the *Olympia* went in. The *Rajasthanian* went to Aberdeen to-day.

The Agents (Messrs. Adamson, Bell & Co.) inform us that the steamship *Stirling Castle*, from London, will leave Singapore to-morrow, the 16th inst., for Hongkong.

The Agents (Messrs. Jardine Matheson & Co.) inform us that the Indo-China S. N. Co.'s S.S. *Kwongsang*, from London for this port and Shanghai, is to leave Singapore to-morrow.

A JAPANESE paper is responsible for the assertion that Mr. Birgham, United States Minister at Tokyo, has expressed regret that the Korean Treaty was not made through the medium of Japan. Many Americans, says the same authority, are of opinion that they have been entrapped by the intrigues of Li Hung-chang.—*N. C. Daily News*.

We (Courier) hear that a French Opera Bouffe Company will appear in Shanghai about the end of August. The Company, which is a very strong one, numbering 28, has been playing in Manila, Saigon, and other places in the East with great success. The repertoire consists of 22 pieces, and we are given to understand that there will be a change of performance every evening.

The steamship *Penedo* (Capt. Konderdine) reports that on the evening of 31st July, while on the voyage from Iloilo to Saigon, the wreck of a barque was observed, sunk in about nine fathoms, on the bank at the south-east end of the island of Pomeran, in Balabac Straits. The barque, which had evidently not been long sunk, as the sails were still on the yards, had white masts and yards, and her lower yards were in the water. As the weather was fine and clear, Capt. Konderdine concluded that the crew had landed on Balabac Island, distant about eight miles.

The S. S. *Aberdeen*, of the Aberdeen line, which has been lying at Shanghai for some considerable time leaves for home shortly. It is expected she will have to "drive" all the way home so as to get out to Australia in time to bring home wool for the February sales in London. The engines of this vessel are on a new and peculiar principle, and are known as Kirk's triple expansion pressure. There are three cylinders—a high, medium, and low pressure—and these expand the steam from a working pressure of 125 lbs., and indicate 2,700-horse power. The boilers are steel, and double ended, and are fitted with corrugated furnaces, of which there are 12. On the last voyage out to Australia previous to visiting China a speed of twelve knots per hour was maintained with a daily expenditure of 36 tons of coal, and her average run per day from the Cape to the Australian coast was 302.4 miles. It is expected that going home she will maintain an average speed of 12 knots, making the voyage from Foochow in about 40 days. Messrs. Adamson and Bell are the agents of the vessel here.

Much has been said and written about the culpable neglect of Hongkong officials regarding so-called slavery, and it may not be out of place to note a case which came to our knowledge the other day, which fairly illustrates the action usually taken by officials here in matters wherein money is said to pass for what some people are so fond of terming "human flesh." The late Hon. Charles May, who was certainly the most experienced Police Magistrate that Hongkong has ever had, was wont to deal with such cases in the common-sense manner in which the instance we now detail was arranged; and we dare say that such Russell will bear out the statement, that such has been the rule invariably followed during the time when they occupied the magisterial bench. It appears that a girl was "pawnee," as it is called, at the age of thirteen to a woman in Hongkong, and that she had been reared as a servant until she reached the age of eighteen. The foster-mother had advanced the sum of \$16 to the real mother of the girl, and everything seemed to be satisfactory until the other day, when a man, lodging in the same house, seems to have fallen in love with the fair damsel. The girl leaves the house of her foster-mother, and starts life with the loving lodger in a house situated in another part of the town. This arrangement, however, did not last very long; a reward leads to their discovery, for which service the foster-mother pays the sum of \$15, making a total of \$31 in hand cash, which the girl had lost her foster-mother, not to mention upkeep, for five years. The real mother, who lives in the country, having been informed of the state of things, mortgages her house and comes into Hongkong with the proceeds for the purpose of redeeming her daughter; and the parties are all taken to the Registrar-General's Office, upon an all-round complaint. It seems

that the foster-mother had arranged that the girl should be married, but the love-affair with the lodger had upset that arrangement. The girl expressed her desire to go back to her own mother, and she was of course told that she could do so; but then came the matter of the dollars, which the mother had anticipated by the sale of her property. We may fancy the mother's surprise when she was informed that the redemption of her daughter would cost her nothing—that she was not obliged to pay a cent. Doubtless it would seem as hard for the foster-mother as it was puzzling and pleasant to the real mother; but here the law of personal liberty comes in, as we believe it has always been applied in every similar case that came under the cognizance of local officials, and the girl was told she was free to go wherever she pleased, without regard to any money transactions that may have been entered into. The foster-mother would doubtless feel that investments in "human flesh" were by no means secure under English law; but that is precisely the lesson which ought to be taught in a British Colony. Not a syllable is mentioned of cruel treatment in connection with this illustration; and we are inclined to think that the case is a common one in the history of the Colony. The only one of the party who probably felt aggrieved was the foster-mother, who must have lost heavily by the transaction, unless, indeed, the real mother had carried her morality further than the law permits, and afterwards paid the foster-mother the redemption money which, in a Chinese sense, she clearly owed her.

According to telegraphic information received in Shanghai to-day (10th) a typhoon was raging yesterday in the Formosa Channel. A second telegram dated Aug. 11th, 9.30 a.m., intimates that the typhoon proceeded toward the mainland south of Amoy last night.—*Courier*.

We heard some time ago that the Government of Hongkong had withdrawn their permission to the Great Northern Telegraph Company to lay submarine cables for telephones in Hongkong harbour. It appears that H.M.'s Government took umbrage at the attempt of the Danish Company, whose connection with Russian interests is perfectly well-known to them, not only to obtain the exclusive right to lay lines to the different treaty ports, but also to procure the cancellation of rights to lay cables which had been granted to British subjects twelve years ago. These attempts of the Great Northern Company were successfully defeated by the prompt action of the English, American, and other Ministers in Peking.—*N. C. Daily News*.

MAJOR-GENERAL SIR ARCHIBALD ALISON, Bart., K.C.B., who is in command of the troops landed at Alexandria, is the Chief of the English Intelligence Department. He has seen much service, and has a high reputation in the army. He entered the service in 1846, and served in the Crimea with the 72nd Highlanders, obtaining his brevet majority on the fall of Sebastopol. During the Indian Mutiny he acted as Military Secretary to Lord Clyde, and was severely wounded at the relief of Lucknow. He was awarded a baronetcy, and was the Comptroller of the Bath at the close of the war. In 1873 he accompanied Sir Garnet Wolseley as Second-in-Command of the expeditionary force to Ashantee, and led the European brigades in the various actions of that important campaign. He was thanked by Parliament and received the K. C. B. for his services.—*Pioneer*.

The China Navigation Co.'s S. S. *Footchow*, Captain Glegg, reports.—Left Swatow, 26th July; had moderate northerly winds and clear weather; arrived at Amoy on 30th July; left 4.35 p.m. on the 31st. At 5.40, anchored in Amoy Outer Harbour on account of threatening weather, barometer falling; wind, N.E. At 10.45 p.m. bar. rising and weather clearing, wind S.W.; weighed anchor and proceeded. At 3.30 a.m. on the 1st instant, when at Dodd's Island, weather commenced to get thick and breeze increasing. Steered course for Ockew, 10.30, bar falling, and meeting heavy N.E. sea, ship labouring heavily, and taking water over all; concluding that a typhoon was rising to the northward of us, we were ship to head S.W. At 2.00 a.m. of the 2nd, bar. rising and sea moderating; kept ship away again on her course. At 7.45 a.m. on 2nd, N.E. sea, and bar. falling; again we were to head S.W.; wind S.W.; terrific squalls and mountainous seas. At 4 a.m. on the 3rd, bar. rising and weather moderating; kept the steamer away on her course. At 5.10 a.m. on the 5th, light breeze from the north, and strong northerly gale and high sea. At 6.40 passed Pataheok; very heavy easterly swell. Passed through Steep Island Pass at 11.40 p.m. on the 5th; Gutzlaff at 7.30 a.m., and arrived at Shanghai 5.30 p.m. on the 6th.—*Mercury*.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The following is the Report of the Board of Directors of the Hongkong and Whampoa Dock Company, Limited, to be presented at the Ordinary half-yearly Meeting of Shareholders, to be held at the Offices of the Company, No. 14, Praya, Hongkong, on Monday, the 22nd August, 1882, at 3 o'clock, p.m.

Gentlemen.—The Directors have now to submit to you their Report with a Statement of Accounts for the half-year ending the 30th June last.

The total receipts for the six months are \$47,623.80, and the net profits, after paying interest due and all charges, amount to \$85,798.00.

To which has to be added the Balance brought forward from account \$3,180.53

making available for appropriation \$89,979.43 from which have to be deducted—
Directors' fees \$3,500
Auditors' fees 250
\$3,750.00
\$86,229.43

The Directors recommend that a dividend of 4 per cent., \$50,000, be paid to the Shareholders, a bonus of \$10,000 to Con-

tributing Shareholders, \$10,000 be written off the value of Machinery, Tugs and Steam Launches, \$22,438.27 be placed to Reserve Fund, and the balance of \$2,703.10 be carried to new account.

The Reserve Fund will thus be increased to \$170,000.00, of which the Directors propose to appropriate a sum of \$152,000 to write off the value of the Aberdeen Docks, which will then stand in the books at \$300,000.

The Tug, *Pilot Fish*, and two Steam Launches have been sold during the half year.

The Patent Slip has been put up at Kowloon and proves a valuable addition thereto.

The Plant and Machinery at the various establishments are all in good working order, and improvements are being introduced where required by the erection and extension of workshops and supplies of new machinery and tools from home.

The Directors are engaged in negotiations with the British Admiralty for the construction of a Dock at Kowloon capable of receiving the largest ships of H.M. Navy. The agreement is not yet signed, but the Directors have every reason to expect that the negotiations will be brought to a satisfactory conclusion.

H. HOPKINS, Chairman.

CORRESPONDENCE.

TURNKEYS AND THEIR WAGES.
To the Editor of the "China Mail."

Tuesday, Aug. 15.

Sir.—The question of the Administrator and the answer of Mr. Hayward, the Acting Superintendent of the Colonies, has brought to light a curious anomaly. On what principle of equity, I wonder, did Governor Hennessey act when he appointed these four Chinese turnkeys. Were they so immensely superior men to those who have served five or six years in the service as to merit an increased wage of from six to eleven dollars over that being paid? I have never heard that such was the case. While these four Chinese have \$36, which is a fortune to men of their class, the two hospital warders have to be content with \$35 and \$25 respectively; 10 first class assistant turnkeys, \$20 per month, and 9 second \$25. The difficulty a European has in living on \$25 a month is known best to those who have to do it, and there are at least two European employes in the goal who have to solve this problem. I may mention that the pay of a Chinese Police Sergeant ranges from \$20 to \$25; that of a constable from \$10 to \$14. The contrast between the rates of pay strikes one at a glance, but the reason why such a contrast should exist is by no means so apparent. Can you inform me what the peculiar qualifications possessed by these Chinese are? I wonder they are more competent to perform the duties required of them than the lower paid men; and whether, when they were engaged, it was found necessary to offer \$36 to induce them to enter the service? If these questions can only be answered negatively, then the other employes have been most unfairly treated, and no one can be surprised at their grumbling.—I am, &c.

ENQUIRER.

[The status and duties of the four Chinese and the first-class constables are already referred to in the same issue, and the Chinese are in no way more competent than the lower-paid and older servants. One difference there is in the terms of engagement, namely, that the Chinese when engaged had to give security for \$500. This the other turnkeys are not called upon to do. Instead of cutting them to a higher rate of wages as trustworthy men, this rather seems to cast a doubt upon their integrity.—Ed. C. M.]

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before the Hon. F. SUNDEN, Puisne Judge.)
Tuesday, August 15.

TAANG U YU C. J. M. GURDEN JR. AND OTHERS vs. J. M. GURDEN JR. The plaintiff was present, but was not represented by counsel. Mr. Johnson, of Messrs. Sharp, Toller and Johnson, appeared for Mr. Gurden; the other defendants did not appear.

The plaintiff stated that he claimed the above sum in payment of five cases of June 1882, which he had brought to him by one of the servants of the Ho Hong firm, the partners of which were, he claimed, the partners of the Ho Hong firm, the partners of which were, he claimed, the partners of the Ho Hong firm.

Cross-examined by Mr. Johnson, he said the cases were supplied on the order produced, which was signed by him by one of the servants of the Ho Hong firm, the partners of which were, he claimed, the partners of the Ho Hong firm.

Mr. Johnson stated that the defence was that Mr. Gurden was not a partner. The plaintiff was proceeding entirely upon the registration, required by Ordinance 7 of 1866. Although Mr. Gurden's name had appeared as a householder of the Ho Hong firm, he had not been removed the moment the fraud had been discovered. The plaintiff, relying on Mr. Gurden's name being there, had come to the conclusion that he was a partner.

Mr. Gurden was then called, and said he was a broker and commission agent. He had known Mr. Ho Hong, the third defendant, for some years past. This defendant and the other one started business in May last under the name of the Ho Hong, and he, Mr. Gurden, had been asked by Mr. Ho Hong to become agent for the steamer *Malabar*, which the Ho Hong firm had chartered from Messrs. Siemens & Co. He consented to become agent, and it was agreed that he should receive two and a half per cent. commission, two and a half per cent. he had asked for. On the 17th or 18th June, Messrs. Siemens & Co. refused to allow the steamer to leave Hongkong, on his agreeing to stand security for the charter to the extent of \$13,500, they agreed to allow it to proceed.

Later he happened to be in Mr. Wotton's Office, and was there told that his name was registered as one of the Ho Hong firm. He went to the Registrar-General's Office, and, after satisfying himself that such was the case, he went to the Ho Hong, saw the other two defendants and asked them by what authority they had registered his name as being one of the partners; they told him that he had been so good to them, that instead of giving him 2 1/2 per cent., they intended to give him a share of the profits. He would not hear of this arrangement, however, and took them to the Registrar-General's Office, where they explained the whole case to Mr. O'Connor, who informed him that they, the defendants, would be prosecuted for giving false information. Mr. Gurden had never held out that he was a partner of the firm; he had been quite ignorant of the fact that his

name had been registered until he learned of it in Mr. Wotton's Office; he had never had any transaction with the plaintiff, although he knew him; and he could prove, by his letters to Messrs. Siemens & Co. and Mr. Burd, the Postmaster-General, that he had only acted as Agent for the steamer through-out.

Mr. Charles Omond, of the Registrar-General's Department, produced the book which the particulars registered for the Registration of Householders were entered. In this book an entry, dated the 1st June 1882, appeared in which the names of Mr. J. M. Gurden, Chan Ching Po and Mo Ho Kung were registered at the Ho Hong, ship charterers, Bonham Strand. He also produced the form in which these particulars were supplied, signed by Chan Ching Po. Mr. Omond said that on the morning of the 3rd instant, Mr. Gurden accompanied by Chan Ching Po and another man, came to the office, and Mr. Gurden accused Chan Ching Po of having falsely registered him as a partner of the Ho Hong.

Mr. Gurden, he stated, told Chan Ching Po, who admitted that Mr. Gurden was a partner, and that he had entered Mr. Gurden's name because he thought the commission was too small, and he wanted to give him a share. A summons had been taken out against Chan Ching Po for giving false information, and a warrant had been issued for his arrest, but he had absconded, along with the other man.

This concluding the evidence for the defence, his Lordship asked the plaintiff if he was quite satisfied that Mr. Gurden was not a partner; the plaintiff said that he was, and that his dealing had been with Chan Ching Po. Mr. Johnson said he did not know if he should ask for costs.

His Lordship thought that the plaintiff was to be excused, and felt disinclined to give costs unless Mr. Johnson pressed for them.

Mr. Johnson said he would not press for them, but pointed out that it did not follow that a person who was registered as a householder was a partner.

Police Intelligence.

(Before H. E. WOLHOUSE, Esq.)
Tuesday, August 15th.

ROADWAY ROBBERY.
Ng Akeu, tailor, was charged, with another man not in custody, with assaulting and robbing Kook Wing Chai, hawker, of \$14, on the 12th July at To-Kwa-Wai, British Kowloon.

The case has been remanded from time to time, since the 3rd instant, owing to the complainant being in Canton. To-day he stated that he was a mat hawker, and that he visited the Colony periodically, for the purpose of disposing of his wares which he manufactured at On Tai, a village on the mainland. He had been over at Kowloon city on the 12th instant, and when near To Kwa Wan on the return journey, the complainant seized hold of him by the neck, and threw him violently on the ground, wounding his queue so tightly round his neck that he had difficulty in breathing, and then cut a bag containing \$14 from his waist with a dagger, and gave it to a confederate. The prisoner and his companion then fled to the return journey, and reported the occurrence to the Police. He had seen the prisoner in an eating-house in Kowloon city a day or two previous to the robbery.

The case was further remanded until Thursday next. The prisoner is known to the Police as one of the head men of the organization known as the Triad Society.

CURIOUS CASE OF DETENTION.

Lam Aken and Mok Ayung, husband and wife, were charged with detaining a midwife, child named Lam Ling Yau, aged thirteen years, on the 10th instant.

Lam Ling Yau said the first defendant was her father with whom she lived in Hollywood Road, until she was eight years old, when he fell sick, and in return for \$5 he had borrowed; he handed her over to a woman named Lam Ling Yau, who commenced to subside when I crossed it a few days ago. In the immediate neighbourhood of this city, the low lands on either side are flooded, and some of the villages on the banks have been washed away altogether. The destruction of property further down the river must be even greater still.

During a recent journey, after travelling all day in search of a place to cross the river, I had to stop at an inn four miles from where I started. A mandarin, with sedan, carts, and both mounted and foot followers, with a number of other carts, all returned to the city. There was no possibility of getting to the ordinary crossing places. The next morning, my cart started in the opposite direction from Tientsin, and after making a long circuit we both finally managed to cross without much difficulty, and within sight of one of the places we all failed to reach the day before. After crossing, it was quite amusing to see the look of astonishment when we replied to oft-repeated enquiries that we had come from Chien-nan Yu, and crossed at Chiao, the usual place. Every one had been expecting the mandarin and his suite the day before, and in several places extensive preparations had been made for his reception. The further we got from the river the more was the surprise that His Honour had not come. It was well known that he had returned to Chien-nan Yu, or why he had been compelled to do so when the foreigners, in a two-mile cart, and unattended, had so easily got across the swollen river and still more impassable roads. But traffic and travellers are for the present virtually suspended.

A Canadian farmer has arrived with a flock of fine sheep at the new farm situated at the mouth of the Canal which is used for the transport of Kai-ping coal. Foreign houses are also to be put up shortly for several families. The new railway, or Kowloon, is in active operation.—*N. D. C. News*.

THIEF.

Three of the thieves who robbed the native bank and demanded the money from the foreign bank were caught the day before yesterday; in fact they were themselves up, being surrounded by soldiers and policemen when on top of the roof of a house. They fancied if locked up they could easily get out again, but have found since that they are too well looked after.

One is the headman of a very large gang, and a before-thought man. His capture will put an end to the lawless state of things. The day before yesterday Wu Yung, or officially known as Wu Yu, who so largely figured last year in the Peking bank affair, has returned from Kiri, although banished. The Governor there has learned to regard his case in a different light from what the late Customs Report did, and has sent him here on official business to be transacted with the Viceroy. When finished he returns there again, in his official capacity, so it is a proof that Mr. Wu, who was sentenced to banishment for a disgraceful offence is not considered as guilty by H.E. the Governor of the Kiri, but as worthy to be trusted. Still a Cantonese official like the late Customs Total could only see through other men's eyes and speak as others did.

The weather has moderated, and with the late heavy rain there now is plenty of water in the river, and so it is hoped that the trade in imports and exports will revive.—*N. C. Daily News*.

THAMES-STREET INDUSTRIES, by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the world, or JOHN GOSNELL & Co., London.—[Apvr.]

China.

AMOY.
(Gazette.)

The steamer *Fukien* which arrived here this morning (7th) from Tamsui reports:—A typhoon passed over North Formosa on the 31st ultimo. At Koshing, little or no damage was done, but the Tamsui district suffered severely; besides many houses unroofed, crops destroyed and cattle drowned, the loss of human life has been considerable. For some weeks previous the drought had been so much felt in the neighbourhood that the authorities, to propitiate the rain God, had prohibited the slaughtering of cattle, pigs, &c., and on the 31st ultimo the windows of heaven were opened, and on the face of the earth the waters prevailed exceedingly. At Tamsui the Quotian rain gauge registered a fall of 10 inches in 24 hours, and at Koshing 7 inches in the same time. The lowest reading of the barometer was 29.16. The S. S. *Killarney* put into Koshing on the 2nd instant.

Mr. George Phillips, H. B. M. Consul, flew yesterday (7th) in the S. S. *Fukien* for Swatow to relieve Mr. Consul Gregory who goes hence on a well-earned holiday. Mr. George Brown, formerly Vice Consul, accompanied by the S. S. *Fukien* for Swatow.

Typhoons seem to be the fashion this summer. The fall in the barometer since yesterday (8th) indicates bad weather again in the neighbourhood, the wind being in a dangerous quarter.

The German barque *Imo* which arrived at this port this morning (9th) from Chefoo reports: Had a strong gale from the Northward on the 3rd August being in 33° North and 124° East, lasting about 12 hours, with low barometer and tremendous high sea from the South-east. The following day the gale was very low, and the weather was calm. The wind was blowing strongly, and it was expected to continue on the following night. Passed the Norwegian barque *Keik* on the 6th in 27° North and 125° 40' East.

SHANGHAI.

(Courier.)

An accident which resulted fatally to two Chinese, and placed in jeopardy the life of one of the Shanghai Pilots, occurred on Friday afternoon. It appears that the *Daniel Webster*, pilot schooner, in charge of Mr. Muller, was on her way to the pilot grounds, and when opposite the Chinese Port at Kowloon the pilot attempted to put the *Daniel Webster's* boat into the water for the purpose of taking a line to the stranded junk, to endeavour to get her off. The boat was manned by Mr. Muller and two Chinese. On nearing the junk, the water being rough, the boat, exposed, and the Chinese sailors, who were attempting to man the *Daniel Webster's* boat into the water for the purpose of taking a line to the stranded junk, to endeavour to get her off. The boat was manned by Mr. Muller and two Chinese. 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